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**THE VICTORIA DISPENSARY,**  
 J. H. CAPELL, Manager.  
 Hongkong, 5th August, 1902. [2115]

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## CHINESE CUSTOMS.

[BY THE REV. E. J. HARDY, M.A.]

China is the problem of the twentieth century. Whatever that great country becomes and what the European Powers do with it will influence more than anything else the destiny of the world. Five hundred millions of most intelligent, patient people, who can live upon nothing, and who have no objection to die; what can they not do? The worst of it is that no one understands China or what she is going to do next. It is, like a woman, a conundrum; we shall never guess her, but we shall never, never give her up. To one coming for the first time to China, everything seems to be upside-down; but it is not really so. The Chinese are given as good reasons for their manners and customs as can Britishers for theirs; and things that seem to us most absurd in China when first we see them are afterwards discovered to be most reasonable. John Chinaman, with his placid, patient smile, and eyes that see apparently round corners, is by no means so great a fool as he looks.

As, then, China is so out of the common, and a country about which we shall hear much in the future, perhaps it may interest readers if I note down a few of the first impressions which I had on coming out here to Hongkong as Chaplain to the Forces. When I left Mr. Thomas Atkins talking contemptuously of "them Chinese," I felt him that "them Chinese" were a highly-civilised, deeply-philosophical people when we were painted savages, and that they were truly forgotten men, the very reverse of the "Yankees" of the United States.

To us China is a veritable topsy-turvy-land of course England seems the same to the Chinese. Their compass points to the south, ours to the north. The bow of their junks is like the stern of our vessels, and the junks seem to sail backwards. In Western lands a pillow is a bag of feathers to support the head; in China a pillow is a support for the neck—either a usual stool of bamboo, a block of wood, or more commonly a brick. What corresponds to the Chinese name of a Chinese's name, and name, with us is the other way. The Chinese put on hats when saluting; we take them off. They laugh on receiving bad news, to deceive evil spirits. Long nails on the hands in China are a sign of respectability; in England, of untidiness. The place of honour at a Chinese feast is at the left hand of the host. A Chinaman rides with his heels instead of his toes in the stirrups. He keeps out of step when walking with others. The Chinese read their books backward, and write in an opposite way to what we do. With them the morning colour is white; with us it is black. At a fashionable dinner, with them soup is the last course; with us it is the first. Chinese women wear trousers, and the men frequently gowns. A Chinaman pays a physician to keep himself and his family well; we pay when we turn ill. When he meets acquaintances he shakes his own hand and not theirs as we do.

The Chinese seem to have no nerves, and never fall like Anglo-Saxons. Exercise for their own sake seems to them madness. Even the children play very quietly, and the babies remain perfectly tranquil tied on the backs of mothers who are at work. A Cantonese asked a servant about a foreign lady whom he had seen playing tennis: "How much is she paid for rushing about like that?" On being told "Nothing," he would not believe it.

The Chinese were first observed by me on the steamer in which I crossed the Pacific. The "boy" who attended me at dinner always wanted to bring exactly the same food as that which I ordered the first day, and seemed to think I should have no change. A cook used to break and throw away an egg before making a certain pudding because the first egg happened to be a bad one when he was shown how to make that pudding.

That riches are a burden is felt when travelling in China. Two or three dollars will buy food and when you get for one of these from eight hundred to a thousand brass pieces of money called cash, with holes in the centre and tied on strings, it may be imagined what an amount of "filthy lucre" you must bring with you for even a short tour. And the lucre is filthy; it cannot be handled without contamination. The losses on silver coins are great; those belonging to one part of the country will not be good at all in another, or only at a heavy discount. The inexperienced traveller loses both when he buys them and when he sells them. As for the strings of cash, their value changes every day and in every place.

A man will sell his house and land and all that he has in order to provide a suitable funeral for a parent. Filial piety requires that he should mourn three years, and during this time he frequently spends whole nights at the grave. According to Chinese notions, "filial piety" means to wife and children, and "filial conduct," and a typical instance of the contrary is given. A man with one child said to his wife, "We are so poor that we cannot support mother; why not bury the child? We may have another; but if mother should die, we cannot obtain her again." His wife dared not oppose him, and accordingly a hole was dug, when a vase full of money, and bearing an inscription stating that Heaven bestowed this reward on a filial son, was found.

The Chinese are a most economical people. This struck me when I was staying in the north of the country. There the people will eat horse, mule, donkey, or any animal, and they will eat all of the animal, and even when it has died of disease. The smallest children are sent out for their fuel. You will see boys up in trees beating off leaves as if they were fruit, and not a straw is allowed to lie idle on the ground. Scotch thirl is nothing compared to Chinese economy. In a dinner house, the table is set with almost nothing but plates in a hole in a dividing wall so as to light two apartments.

An old woman who was hobnobbing along painfully was asked where she was going to. She was going to the home of a relative, so as to die in a place near to the family graveyard, and thus avoid the expense of coffin-bearers for so long a distance.

A Chinaman is never in a hurry; but the amount of cheerful labour which he does is astonishing. He will take his time to it, however, and he is as inaccurate about time as he is about everything else. It is necessary when travelling to ascertain, when the distance is given in miles (li), whether the miles are "large" or not? The method of reckoning is frequently based, not on distance, but on the difficulty of getting over the ground. Ask a Chinaman how many families there are in his native village, and he will answer, "A few hundred." "Several hundred," or "Not a few." As for a Chinese census, all that can be said of it is what was said of the Supreme Court of the United States: that it has "the last guess at the case."

Chinese who make a "practice of virtue" often keep an account in which they charge themselves with every bad act they can remember, and credit themselves with every good one. The balance between the two shows their standing at any particular time in the account-books of the Chinese Rasmussen. Among the acts by which merit may be accumulated is the purchase of live birds and fish that they may be restored to their native elements. It is easier to stand on the brink of a river, watch a fisherman lower his net, pay for his catch, and throw it back

into the river than to look into the eyes of needy men and women and give them judicious help. Besides, the fish are done with, while this is not always the case with human recipients of charity. A medical missionary was asked by a native gentleman to cure a blind beggar. It was a case of cataract, and an operation restored sight. Then the missionary was waited upon by the same gentleman, and told that, as he had destroyed the only means by which the blind man could get a living—that is, by begging—it was the duty of the missionary to make it up to him by taking him into his employment as a gatekeeper!

On their wedding day brides who are nearly always very young, are "bluffed" numerously. When they come to their new home they are subjected to the same sort of criticism expressed about to their faces as a newly bought horse. In some places it is allowable for any one to turn back the curtains of her sedan-chair and stare at a bride, or even to throw handfuls of hayseed or chaff upon her carefully oiled hair.

The theory of responsibility as understood in China seems to us Westerners to be unjust, but from another point of view to have something to recommend it. In the year 1875 a Chinaman was accused of having broken open the grave of a relative of the Imperial family in order to rob the coffin of certain gold, silver, and jade ornaments which had been buried in it. The entire family of the criminal—consisting of four generations, from a man more than ninety years of age to a female infant only a few months old—was exterminated. The fact, however, that No. 1, or the headman, in any position is responsible for every act of his subordinates is a great help to European employers. There is a tradition of a head-compradore in a bank, who was called to account because the "boy" had allowed a mosquito to insinuate itself within the mosquito-net of the bank manager.

Instead of saying "How do you do?" when one Chinese acquaintance meets another, he asks, "Have you eaten your rice?" If the interrogated person has done this he answers, "Yes, I have your pardon." He begs pardon for having anticipated his acquaintance at breakfast or dinner.

A South Sea Islander said of his race, "As soon as we open our mouth a fly is born," and the Chinese acknowledge without shame the same of themselves. It may be true amongst Western nations that "the affair of life hinges upon confidence," but this is not true in the East, and least of all in China. Here in China they hide upon suspicion. There are few Chinese who attach any importance to keeping an engagement. Most of them are like the man who, being accused of having broken his promise, replied that it was of no consequence; as he could make another just as good. The Chinese say that one should never refuse a request in an abrupt manner; on the contrary, he should grant it in form, although with no intention to do so in substance. Put him off till to-morrow, and then until you are to-morrow. Thus you comfort his heart.

It is considered good manners in China to speak contemptuously of whatever belongs to the speaker and in terms of praise of whatever relates to the person addressed. The polite Chinese will refer to his wife as his "dull thorn," or in some similar elegant figure of speech, while the rustic alludes to the companion of his joys and sorrows as his "stinking woman." They will speak of your honourable father as your honourable horse, dog, and so on.

No civilised nation is so superstitious and credulous as the Chinese. On the two days of the month set apart for that purpose, the fox, the weasel, the hedgehog, the toad, and the rat are worshipped. These are styled in printed placards "Their Excellencies." Of China it might be said, as Gibbon remarked of Rome, that to the common people all religions are equally true, and to the philosopher all are equally false, and to the magistrate all are equally useful. Of the Emperor of China, as of the Roman Emperor, it might be affirmed that he is "at once a high priest, an alchemist, and a god!" This is what has come of Confucianism, mixed with polytheism and pantheism.—Chambers's Journal.

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[1205-1]

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 Hongkong, 21st April, 1897. [1118]

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 Hongkong, 23rd August, 1902. [2262]

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HOTZ, S. JACOB & CO.,  
 Hongkong, 1st September, 1902. [3327]

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WM. MEYERINK & CO.,  
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GLASGOW and LIVERPOOL	"HYSON"	On 2nd October.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS VIA NAGASAKI, KOBE & YOKOHAMA.	"LYSON"	On 2nd October.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 8th September, 1902.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	DATE
KOBE	"CHINGTU"	On 11th September.
SHANGHAI	"WUHOANG"	On 13th September.
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MEL- BOURNE.	"CHANGSHA"	On 13th Sept. at Noon.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 11th September, 1902.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

STEAMSHIP	TONS	CAPTAIN	HONGKONG
"INDRASAMBA"	1,200	R. P. Craven	September 13, 1902
"INDRAPURA"	1,200	W. C. Craven	October 14, 1902
"INDRAPURA"	1,200	Hollingsworth	November 14, 1902

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 6th September, 1902.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAMSHIP	TONS	CAPTAIN	HONGKONG
"HEATHBURN"	1,200	R. P. Craven	September 13, 1902
"HEATHBURN"	1,200	W. C. Craven	October 14, 1902
"HEATHBURN"	1,200	Hollingsworth	November 14, 1902

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ALLAN CAMERON, GENERAL AGENT.

Hongkong, 6th September, 1902.

TOYO KISEN KAISHA.  
(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN  
HONGKONG AND MANILA.  
The Company's well-known Steamship

"ROSETTA MARU,"  
3,876 Tons.

Captain Tate, will be despatched for MANILA on SATURDAY, the 13th inst., at 3 p.m. Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried. For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents,  
Prince's Buildings, Ice House Street,  
Hongkong, 8th September, 1902.



## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.  
The Company's Steamship

"TRIESTE,"  
3,876 Tons.

Captain Macoski, will leave for the above places on WEDNESDAY, the 17th inst., at 3 p.m. This Steamer has Capital Accommodation for Passengers. Electric Light and carries a Doctor. SANDER, WIELER & CO.,  
Agents,  
Prince's Buildings,  
Hongkong, 13th September, 1902.



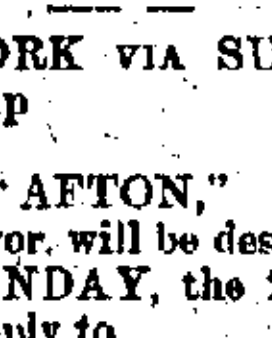
## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
FIUME AND TRIESTE (DIRECT).  
Calling at SINGAPORE, PENANG,  
CALCUTTA, COLOMBO, ADEN,  
SUZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to EAST and SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)  
The Company's Steamship

"TRIESTE,"  
3,876 Tons.

Captain Klausberger, will be despatched as above on FRIDAY, the 19th September, at 3 p.m. For information as to Passage and Freight, apply to  
SANDER, WIELER & CO.,  
Agents,  
Prince's Buildings,  
Hongkong, 6th September, 1902.

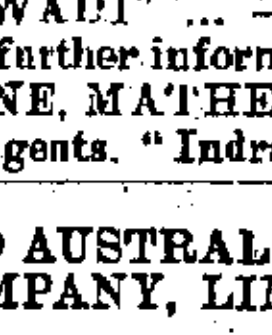


## SHEWAN, TOMES &amp; CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.  
The Steamship

"ATON,"  
3,876 Tons.

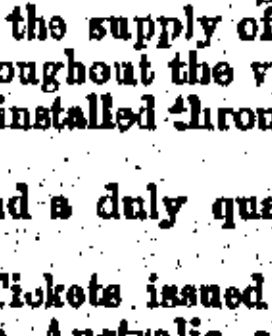
Captain MacGregor, will be despatched for the above port on SUNDAY, the 28th inst. For Freight, apply to  
SHEWAN, TOMES & CO.,  
Agents,  
Hongkong, 10th September, 1902.



## UNITED STATES AND CHINA-JAPAN S.S. LINE.

REGULAR SERVICE  
FROM JAPAN, CHINA, HONGKONG  
AND SINGAPORE.

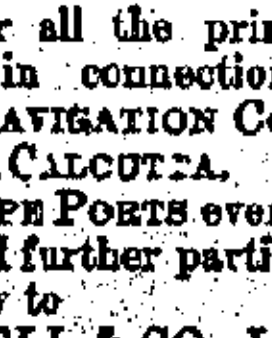
TO NEW YORK VIA SUEZ CANAL.  
(With Liberty to call at PHILIPPINE PORTS.)  
The following Steamers will be despatched as above, carrying Cargo at current rates:—  
PROPOSED SAILINGS FROM HONGKONG.  
S.S. "INDRANI" ... 30th Sept., 1902.  
S.S. "INDRAWADI" ... Oct., 1902.  
For Freight and further information, apply to  
JARDINE, MATHESON & CO.,  
Agents, "Indra" Line, Ltd.



## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

The Steamship  
"EASTERN,"  
3,876 Tons.  
Captain Ellis, will be despatched as above on THURSDAY, the 2nd October, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents,  
Hongkong, 6th September, 1902.



## NATAL LINE OF STEAMERS.

The Underigned GENERAL AGENTS are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to  
DODWELL & CO., LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th August, 1902.



## M. CHADWICK KEW, DENTAL SURGEON.

No. 32, QUEEN'S ROAD CENTRAL.  
Office Hours—9 A.M. to 5 P.M.  
Hongkong, 19th March, 1902.

## NOTICES TO CONSIGNEES.

S.S. "OCEANIAN."  
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London, via S.S. Siron, from Havre ex S.S. Siron, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, the 7th instant, requesting it to be landed here.  
Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 15th September, at Noon, will be subject to rent and landing charges.  
All claims must be sent in to me on or before the 15th September, or they will not be recognised.  
All damaged packages will be examined on Monday, the 15th September, at 3 p.m.  
No Fire Insurance has been effected.  
G. DE CHAMPEAUX,  
Agent,  
Hongkong, 7th September, 1902.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:—  
ADOLPH ORRIG, Amr. barque, S. Amesbury.  
—Standard Oil Co.  
ALLAN, American ship, McKay—Standard Oil Co.  
KELAT, British ship, J. Hughes—Order.

## HONGKONG.

Annas, Austrian str., 1,217, Steepich, Aug. 27.  
M. B. Kaisha  
Benlarig, British str., 1,452, Kralbe, Aug. 20.  
Gibb, Livingston & Co.  
Bicagno, Italian str., 1,569, Muzio, Sept. 3.  
Carlovits & Co.  
Bues, Vija, American str., 275, Ross, July 8.  
Oiler  
Bygde, Norwegian str., 771, Carlsen, Sept. 7.  
Sander, Wier & Co.  
Changchow, British str., 1,203, Pearce, Sept. 10.  
Butterfield & Swire  
Changsha, British str., 1,463, Moore, Aug. 18.  
Butterfield & Swire  
Chingtu, British str., 1,459, Brown, Sept. 3.  
Butterfield & Swire  
Chingwo, British str., 2,517, Evans, Sept. 8.  
Butterfield & Swire  
Coptic, British str., 2,744, Rinder, Sept. 9.  
C. O. S. N. Co.  
Daijin Maru, Jap. str., 890, Ogata, Sept. 10.  
M. B. Kaisha  
Decima, German str., 794, Schlaikier, Sept. 1.  
Sander, Wier & Co.  
Doris, Norwegian str., 963, Jacobsen, Sept. 3.  
Order  
Elsa, German str., 1,702, Schonwandt, Sept. 5.  
Jensen & Co.  
Empress of Japan, British str., 3,003, Pybus, Sept. 9.  
C. P. E. Co.  
Haitan, British str., 1,183, Roach, Sept. 9.  
Douglas Lapsar & Co.  
Hangchow, British str., 1,203, Pearce, Sept. 10.  
Butterfield & Swire  
Huisang, British str., 1,536, Whelcor, Sept. 1.  
Jardine, Matheson & Co.  
Hongkong, French str., 882, Pannier, Sept. 10.  
A. R. Marty  
Hyades, American str., 3,003, Wright, Sept. 6.  
Dodwell & Co., Ltd.  
Inaba Maru, Jap. str., 3,835, Bainbridge, Sept. 5.  
Nippon Yusen Kaisha  
Indramita, Brit. str., 3,366, Craven, Aug. 26.  
Allan Cameron  
Jacobsen, German str., 823, Schlaikier, Aug. 31.  
Gibb, Livingston & Co.  
Kagoshima Maru, Jap. str., 2,731, Kori, Sept. 10.  
Nippon Yusen Kaisha  
Keongyui, German str., 1,115, Leuss, Sept. 10.  
Melchers & Co.  
Kiek, Austrian str., 2,485, Pepish, Sept. 10.  
Dodwell & Co., Limited  
Kong Beng, Ger. str., 862, Parpart, Sept. 3.  
23, Butterfield & Swire  
Kwangle, Chinese str., 1,467, Lincoln, Sept. 9.  
Chinsee  
Kweiyang, British str., 1,662, Hooker, Aug. 31.  
Butterfield & Swire  
Loongmoon, Ger. str., 1,245, Scholz, Sept. 8.  
Simmons & Co.  
Loyal, German str., 1,066, Bahrmann, Sept. 7.  
Order  
Machew, German str., 995, Hayes, Sept. 9.  
Melchers & Co.  
Mansang, British str., 1,643, Welch, Sept. 10.  
Jardine, Matheson & Co.  
Mercedes, British str., 2,965, Carter, Aug. 22.  
Admiralty  
Nankin, British str., 2,557, Benton, Sept. 1.  
Gibb, Livingston & Co.  
Pakhoi, British str., 1,287, Williams, Sept. 7.  
Butterfield & Swire  
Phraung, German str., 1,021, Reime, Sept. 9.  
Butterfield & Swire  
Rosetta Maru, Jap. str., 2,405, Tate, Sept. 9.  
Mitsui Bussan Kaisha  
Rubi, British steamer, 1,611, Almond, Aug. 19.  
Shewan, Tomes & Co.  
Santakan, German str., 1,374, Ylesmann, Aug. 21.  
Gibb, Livingston & Co.  
Siam, British steamer, 392, Binas, Aug. 25.  
McBain & Co.  
Skarpene, Norw. str., 1,130, Kristiansen, Sept. 7.  
Sander, Wier & Co.  
Skraustad, Norw. str., 759, Hansen, Sept. 3.  
Sander, Wier & Co.  
Thales, British steamer, 320, Robson, Sept. 10.  
Douglas Lapsar & Co.  
Tiglonia, British str., 1,069, Powell, Sept. 7.  
Arnholt, Kargberg & Co.  
Wakamatsu Maru, Jap. str., 1,720, Sakamoto, Sept. 10.  
M. B. Kaisha  
Woonung, British str., 1,109, Dowson, Sept. 7.  
Butterfield & Swire  
Yedo Maru, Jap. str., 1,069, Samura, Aug. 24.  
Chinsee  
Yiksang, British str., 887, McClure, Sept. 3.  
Jardine, Matheson & Co.  
Zvir, Austrian str., 2,103, Randich, Sept. 7.  
Order  
Zafro, British str., 1,611, Fraser, Sept. 9.  
Shewan, Tomes & Co.  
Sailing Vessels  
Adolph Obig, Amr. lgo, 1,006, Amesbury, May 30, Standard Oil Co.  
Allas, American ship, 1,852, McKay, July 14, Standard Oil Co.  
Contest, British barque, 485, Roberts, Aug. 27.  
Sander, Wier & Co.  
Grosvenor, British barque, 510, Boga, June 13, Order.  
Kelat, British ship, 1,822, Hughes, July 23, Order.  
Luton, American barque, 1,839, Park, Aug. 20, Master.

Manuel Laguno, Amr. ship, 1,498, Nicols, July 31, Standard Oil Co.  
Vale of Doon, Barakw barque, 660, Petersen, July 1, Sander, Wier & Co.  
Willcott, Amr. barque, 1,805, Macdon, Aug. 8, Standard Oil Co.

## HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alcorcy, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. S. E. Erskine, at Weihaiwei.  
Albion, battleship, 12,950 tons, 16 guns, Capt. Thomas H. M. Jerram, at Weihaiwei.  
Albatross, sloop, 1,250 tons, 6 guns, 1,100 h.p., Comdr. Rowland Nugent Straits.  
Amphitrite, 1st class cruiser, 11,000 tons, 18,000 h.p., Capt. Charles Windham, C.V.O., at Hongkong.  
Arethusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Startin, Straits.  
Argonaut, 1st class cruiser, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Weihaiwei.  
Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 2,411 h.p., Capt. F. G. Steford, at Hongkong.  
Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. F. M. Leake, at Sinoe.  
Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. Thos. D. Frati, at Weihaiwei.  
Cressy, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Capt. Henry M. T. Tudor, de Hongkong.  
Eclipse, cruiser, 5,600 tons, 11 guns, Captain Stokes, at Weihaiwei.  
Espiegle, gunboat, 1,070 tons, 10 guns, Comdr. Ernest G. Barton, at Hankow.  
Fame, torpedo-boat destroyer, 380 tons, 6 guns, 5,700 h.p., Lieut.-Comdr. Cyril Asser, at Weihaiwei.  
Fearless, cruiser, 443 tons, 12 guns, Capt. J. I. Graham, on Yangtze.  
Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., in reserve.  
Glory, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain A. W. Carter, at Weihaiwei.  
Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain F. H. Henderson, C.M.G., at Weihaiwei.  
Hasty, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.  
Hart, torpedo-boat destroyer, 280 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. G. C. Hardy, at Weihaiwei.  
Humber, storeship, 1,640 tons, Comdr. John D. Daintree, at Weihaiwei.  
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., in reserve.  
Kinshasa, river gunboat, 831 tons, Lieut.-Comdr. G. B. Powell, on Yangtze.  
Moonshin, river gunboat, 190 tons, 2 guns, Lieut.-Comdr. G. G. Webster, West River.  
Maitland, sloop, 980 tons, 10 guns, Comdr. C. W. M. Plunderleath, Behring Sea.  
Ocean, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Richard W. White, at Weihaiwei.  
Otter, torpedo-boat destroyer, 350 tons, in reserve.  
Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at Weihaiwei.  
Pique, cruiser, 3,000 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, on Yangtze.  
Rambler, surveying-ship, 583 tons, Capt. Morris H. Smyth, Japan.  
Rincido, sloop, 980 tons, 6 guns, Comdr. D. St. Aubyn Wake, at Weihaiwei.  
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. John L. Irven, West River.  
Rosario, sloop, 930 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, Behring Sea.  
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Murray MacG. Lockhart, West River.  
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Ernest W. G. Davidson, on Yangtze.  
Taku, torpedo-boat destroyer, 250 tons, 6 guns, 5,600 h.p., in reserve.  
Tallot, cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Lewis Bayley, at Weihaiwei.  
Tamar, receiving ship, 4,000 tons, 6 guns, Comdr. Robert Robinson, A.D.C., at Hongkong.  
Teal, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. R. W. Dalgety, on Yangtze.  
Tweed, gunboat, 362 tons, 3 guns, 260 h.p., on Yangtze.  
Vestal, sloop, 980 tons, 10 guns, 1,400 h.p., Comdr. Stuart St. J. Farquhar, Straits.  
Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut.-Comdr. E. C. Hardy, at Weihaiwei.  
Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut.-Comdr. C. P. Manuel, at Weihaiwei.  
Wiven, coast defence ship, armoured, 2,750 tons, 1,000 h.p., in reserve, at Hongkong.  
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Ronald E. Chilcott, on Yangtze.  
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Hugo G. Somerville, on Yangtze.

## FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Admiral Nakhimov, Russian cruiser, 9,000 tons, Capt. Volsky, at Yokohama.  
Albatross, Russian gunboat, 8 guns, 1,200 h.p., at Vladivostok.  
Albatross, French cruiser, 300, Lieut. Acum, at Pakhoi.  
Amiral Charner, French gunboat, 450 tons, Capt. Basme, at Saigon.  
Annapolis, American gunboat, 1,000 tons, 10 guns, 177 h.p., Comdr. Karl Rohrer, at Uraga.  
Aspie, French gunboat, 475 tons, 3 guns, 450 h.p., Comdr. Journet, at Saigon.  
Battalo, American cruiser, Capt. Ross, en route.  
Bengali, French gunboat, 580 tons, Lieut. Fille, at Pakhoi.  
Bohr, R. sloop gunboat, 350 tons, 2 guns, 1,150 h.p., Capt. Dobrovolsky, at Hakodate.  
Brooklyn, American (hagship) armoured cruiser, Captain C. C. Todd, at Manila.  
Bugeaud, French cruiser, 4,000 tons, 19 guns, 9,000 h.p., Capt. Lefevre, at Saigon.  
Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Basewitz, at Saigon.  
Chassalong, French cruiser, 3,800 tons, 6,800 tons, 34 guns, 7,400 h.p., Comdr. M. van der Scurout, at Singapore.  
Diu, Portuguese gunboat, 729 tons, Capt. P. d'Almeida, at Saigon.  
Don Juan de Austria, American gunboat, Com. Bowman, at Manila.  
Edouard, French gunboat, 8 guns, 2,050 h.p., Capt. Texier, at Taku.  
Friant, French cruiser, 4,000 tons, Capt. Adam, at Nagasaki.  
Furst Bismarck, German flag-ship, Vice-Admiral Benckendorff, 11,000 tons, 36 guns, Capt. Friedländer, en route, Tianjin.

Guidamak, Russian torpedo-boat, 18 guns, 3,500 h.p., Capt. Serbrenitz, at Port Arthur.  
Geier, German cruiser, 1,600 tons, 8 guns, Comdr. Hilbrand, at Wonsan.  
General Alava, American gunboat, 1,800 tons, Lieut.-Comdr. W. F. Halsey, at Manila.  
Gremistachy, Russian gunboat, 1,492 tons, 2 guns, 2,500 h.p., Capt. Smirnov, at Shanghai.  
Gromoboi, Russian battleship, 12,436 tons, 26 guns, 14,500 h.p., at Port Arthur.  
Guichen, French cruiser, 820 tons, Capt. De Stracy, at Saigon.  
Hansa, German cruiser, Rear-Admiral Kirch, 6,890 tons, 30 guns, Capt. Pachen, at Vladivostok.  
Helena, American gunboat, 8



